



The 1996 Chief of Engineers

Design and Environmental Awards Program



MESSAGE FROM THE CHIEF

This brochure marks the successful conclusion of the 1996 Chief of Engineers Design and Environmental Awards Program. The quality of our designs continue to improve over the years. The purpose of the program is to reinforce this trend by giving appropriate recognition to design excellence as manifested in completed Corps of Engineers projects and professional works.

Interest in the awards program has never been higher. This year two panels of nationally-known design and environmental professionals made their selections from among 67 entries submitted by Corps offices world-wide. The results provide tangible evidence that our designs are continuing to meet the highest professional standards. My thanks to the jury members who gave enthusiastically of their time and expertise to make the program a success, and to the Corps and private sector designers who I encourage to continue to seek the incorporation of design excellence in future projects.

I take great pleasure in presenting to you the winners of the 1996 Chief of Engineers Design and Environmental Awards Program.

A handwritten signature in black ink that reads "Arthur E. Williams". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

ARTHUR E. WILLIAMS
Lieutenant General, USA
Chief of Engineers

BACKGROUND

The program was initiated in 1965 to recognize and promote design excellence. There are no limits on the number or type of projects that can be recognized during each program although specific award categories are established. There are two categories of competition, Military Programs and Civil Works. Within these categories constructed projects may be submitted as well as professional design works that either demonstrate or stimulate design excellence.

This year projects were reviewed by a distinguished jury comprised of one Fellow and two members of the American Institute of Architects, one Fellow and one member of the American Society of Landscape Architects, a member of the International Interior/Design Association and one Fellow and three members of the American Society of Civil Engineers.

A limit of one Chief of Engineers Award of Excellence may be given in the Military Programs category and one for an entry in the Civil Works category. This award can only be given by unanimous decision of the jury for a project which excels in all major design disciplines. Honor awards are given to entries that demonstrate or stimulate excellence in multiple design disciplines. Merit awards may be given for projects which relate to individual disciplines.

MILITARY

MERIT AWARDS

Command Post, PDI/TCC

Dover Air Force Base, Delaware

Yano Multipurpose Range Complex

Fort Knox, Kentucky

Addition & Modernization of Leilehua Golf Course Clubhouse

Honolulu, Hawaii

John J. Sparkman Center for Missile Excellence

Military Freefall Wind Tunnel Simulator

JFK Special Warfare Center and School, Fort Bragg, North Carolina

Multipurpose Administration Facility

March Air Force Base, California

Nellis Federal Hospital

Nellis Air Force Base, Nevada

MILITARY

HONOR AWARDS

Hastings Groundwater Remediation

Hastings, Nebraska

Borden Pavilion

Walter Reed Army Medical Center, Washington, D.C.

Youth Activity Center

Fort Richardson, Alaska

Navy and Marine Reserve Center

Fort Lewis, Washington

U.S. Army Special Operations Command Headquarters Building

Fort Bragg, North Carolina

CIVIL WORKS

MERIT AWARDS

Floodplain Management Assessment for the Upper Mississippi and Lower Missouri Rivers

Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, Wisconsin

New Central Control Station, Lock and Dam No. 4, Major Rehabilitation

Mississippi River, Alma, Wisconsin

McNary Juvenile Fish Facility, McNary Lock and Dam

Umatilla, Oregon

Santa Ana River Greenbelt Channel

Orange County, California

Prairie Restoration Program

Fort Worth District, Texas

Beaver Dam Cutoff Wall Rehabilitation,

Beaver Lake, White River, Carroll County, Arkansas

CIVIL WORKS

HONOR AWARDS

Lake Pontchartrain, Louisiana and Vicinity, Hurricane Protection Floodwall Vicinity

Williams Boulevard, Kenner, Louisiana

United States Coast Guard Gretna Navigation Aid Tower

Gretna, Louisiana

Brush Creek Flood Control Project

Kansas City, Missouri

Romano L. Mazzoli Belvedere Connector

Louisville, Kentucky

Shoreline Releaf Program

Fort Worth District, Texas

The Jadwin Building

Galveston, Texas

CHIEF OF ENGINEERS

AWARD OF EXCELLENCE

Flood Control Project

Rochester, Minnesota

MERIT AWARD

Command Post, PDI/TCC

Dover Air Force Base, Delaware

Architects: The Weihe Partnership

Design Agent: U.S. Army Engineer District, Baltimore



The Command Post serves as the operations center for military air traffic between Dover Air Force Base, Europe, Africa and the Middle East. It is designed to remain intact and functional as long as the base is in operation. Site constraints dictated the form of the building. The single story structure is triangular with a metal clad roof rising from the earth line at a constant pitch. The additional volume created as the roof climbs to its apex allows for a mezzanine which contains the command center. The exterior envelop, walls and roof are poured-in-place concrete to resist radiation. Steep earth berms and reinforced concrete bollards further protect the structure.

Jury Comment

“What might have been an extremely dull and severe building has been made into a powerful sculptural form expressive of the “Users ability to accomplish its mission under adverse circumstances.” Despite the requirement that there be no windows and the constraints imposed by the restricted site, the building is attractive. The designers noted, and the jury agrees, that a more generous budget for landscaping of the berms would have further enhanced the buildings appearance.”

MERIT AWARD

Yano Multipurpose Range Complex

Fort Knox, Kentucky

Engineers: Polyengineering, Inc.

Design Agent: U.S. Army Engineering District, Louisville

The U.S. Army School of Armor at Fort Knox, Kentucky did not have a range capable of supporting live-fire armor and the combined arms of armor, Bradley and helicopter combat training. Training was still being done on World War II facilities. The design challenge was to create a facility capable of withstanding the destructive forces of multiple 70 ton tanks, maneuvering through a twisting course, at speeds up to 60 miles per hour, while firing 120 mm high velocity training shells 24 hours a day, 300 days a year with a minimum amount of maintenance.



Jury Comment

“This enormous site engineering project was selected for its major effect on the training of armored units. The site presented to the tanker targets and terrain that he would meet in actual combat conditions. The site was previously an artillery and tank range. Site improvement was included to the extent practicable in relation to vegetation and preservation of existing cemeteries and wildlife.”

MERIT AWARD

Addition & Modernization of Leilehua Golf Course Clubhouse

Honolulu, Hawaii

Architects: Johnson, Tsushima, Luersen,
Lowrey, Inc.

Design Agent: U.S. Army Engineer
Division, Pacific Ocean

The program called for the renovation of an existing golf course clubhouse that was built and added onto twice since 1969, for a golf course that by 1980 played 74,000 rounds a year. The facility was deemed inadequate to support the ever increasing golfing population that raised the rounds to 100,000. The dining room accommodated 120 when space for 250 was needed for golf tournaments and special events. Except for retaining the shell of the masonry proshop, the dining and kitchen facilities were demolished to make way for a column free dining room and to install cooking, dishwashing and refrigeration equipment.



Jury Comment

“After the renovation, this building fits with the beauty of the golf course setting and the Hawaiian vernacular architecture. The improvements in the capacity and function of the building were creatively designed beyond the necessary scope of work while allowing continuous use during construction.”

MERIT AWARD

John J. Sparkman Center for Missile Excellence

Architects: Smallwood, Reynolds, Stewart and Associates, Inc.

Design Agent: U.S. Army Engineer District, Mobile

The John J. Sparkman Center is the Headquarters for the U.S. Army Missile Command. A design-build method of construction was authorized for this facility. There were several months of partnering and extensive interviews with the using agency to achieve consensus on the design. The designs were separated into 17 divisions and submitted using the fast track method. On site conferences between the customer, contractor, A/E and the Corps were completed within 21 days after each submittal. Under normal conditions a design of this nature would have taken an A/E under contract to the Corps about 24 months to complete. Both design and construction was finished in 22 months with the design completed in 17 months.



Jury Comment

“The site design for this large headquarters complex creates a usable corridor of internal open spaces with landscaped seating areas; clearly identifiable building entrances with effective pedestrian movement through the parking lots; and safe and efficient auto circulation and fitness trails around the perimeter. The “Command Building” clearly stands out as the focus of the building cluster. Partnering conferences with the customer, the Corps and the design team resulted in on-budget construction and a significantly improved schedule for delivery.”



MERIT AWARD

**Military Freefall Wind Tunnel Simulator,
JFK Special Warfare Center and School**
Fort Bragg, North Carolina

Arch./Engr.: Lopatka & Murdock/Morales
& Shumer

Design Agent: U.S. Army Engineer
District, Savannah

A closed circuit annular wind tunnel configuration was considered the most efficient design requiring the least fan motor horsepower and allowing the wind return to be integrated into the building structure. A totally formed and poured concrete structure was built in an octagonal shape to simplify formwork. The design of the fan and aerodynamics of the wind stream passages for maximum efficiency and minimum air turbulence determined the final shape and size of the facility.



Jury Comment

“The jury selected this project because of its ability to greatly increase the efficiency of the military parachutist. It is a “first of its kind” and has exceeded its design criteria in that it can support eight participants at a time rather than the two called for in the design criteria. The cost of construction was more than covered by savings resulting from previous training procedures.”

MERIT AWARD

Multipurpose Administration Facility

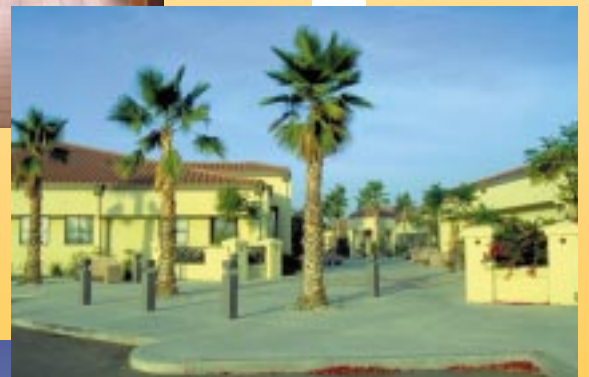
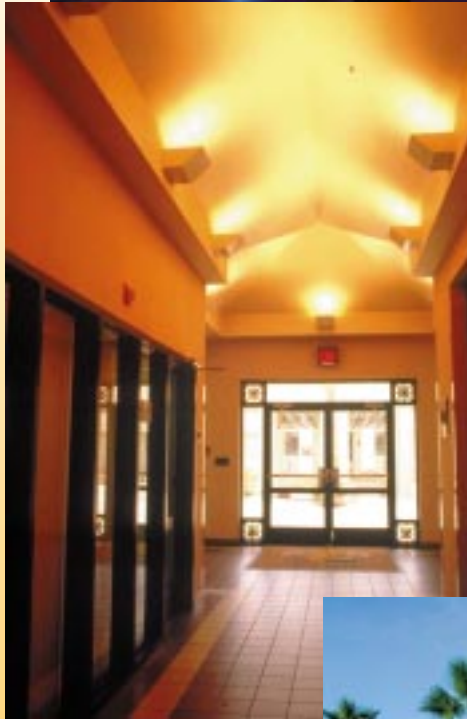
March Air Force Base, California

Design Agent: U.S. Army Engineer
District, Sacramento

The building was designed to accommodate the Air Force Audit Agency, the Office of Special Investigation District Headquarters, a USAF Recruiting Squadron and the Information Management Organization. The design team's challenge was to create a visually cohesive facility that introduced visitors to the base architectural theme as they enter the neighboring main gate, yet allow the four building occupants to operate independently of each other. The facility is organized in a two building configuration wrapped around a contemporary interpretation of a narrow European village streetscape that connects front door to parking.

Jury Comment

"An inviting and alluring space is created by the use of space, architecture and site. The project has an excellent sense of human scale and provides a retreat from the surrounding setting. The use of regional design elements and materials tie into the surrounding area and provide context. The art-ful interplay of the building facades creates space that is both welcoming and comfortable to be in."



MERIT AWARD

Nellis Federal Hospital

Nellis Air Force Base, Nevada

Arch./Engr.: HLM Architecture-
Engineering-Planning

Design Agent: U.S. Army Engineer
District, Sacramento

This is the first joint-venture medical facility between the Air Force and the Veterans Administration. The unique features included within the design are: clinic, nursing, diagnostic/treatment and support functions organized into clearly defined mutually supporting zones; a series of rectangular blocks are organized around a system of mechanical pods. Two open air courtyards provide visual interest and orientation and separate the hospital and business occupancies of the building, creating operational efficiency.



Jury Comment

“This project represents skillful solutions to a number of difficult challenges normally associated with the complexity of hospital design. The architectural character and massing adapts the color and strength of the large desert landscape and becomes one with its context. Secondly, the organization of the plan and the way it uses its public space, such as the naturally lit galleries and atriums, serves as humanizing and way-finding elements in a very commendable manor.”

HONOR AWARD

Hastings Groundwater Remediation

Hastings, Nebraska

Engineers: Woodward Clyde Consultants

Design Agent: U.S. Army Engineer District, Kansas City

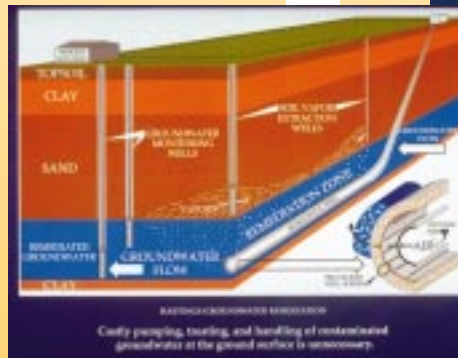
Because of limitations of traditional groundwater remediation techniques such as "pump and treat", the project team considered the application of new technology. The team, consisting of engineers, scientists, and drilling and well construction experts, combined their knowledge and ingenuity to design a remedial system that advances the emerging technology known as air sparging. The Hastings Groundwater Remediation project advances state-of-the-art horizontal well technology and air sparging to successfully clean-up groundwater in its natural environment.



Hastings Groundwater Remediation



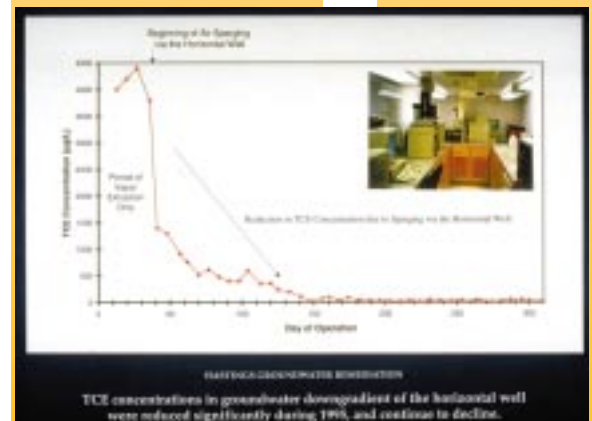
The horizontal drilling method was adapted from river crossing techniques used by the utilities industry.



Costly pumping, treating, and handling of contaminated groundwater at the ground surface is unnecessary.

Jury Comment

"This project presents a very innovative and obviously successful solution to chemical groundwater contamination. The implementation of this project had a universal effect on the site saving millions of gallons of water in the aquifer. The Jury felt that this innovative process could well have a major impact on future decontamination efforts."



HASTINGS GROUNDWATER REMEDIATION

TCE concentrations in groundwater downgradient of the horizontal well were reduced significantly during 1993, and continue to decline.

HONOR AWARD

Border Pavilion

Walter Reed Army Medical Center,
Washington, D.C.

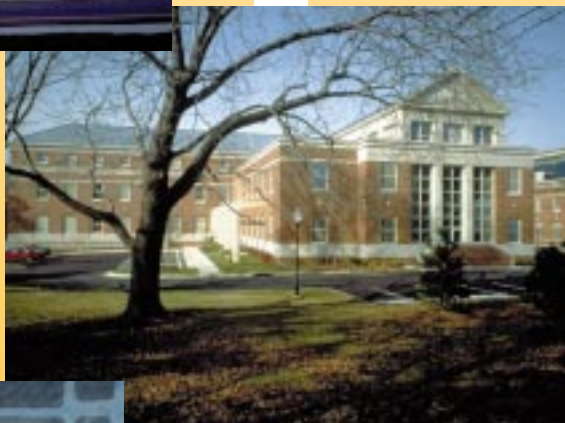
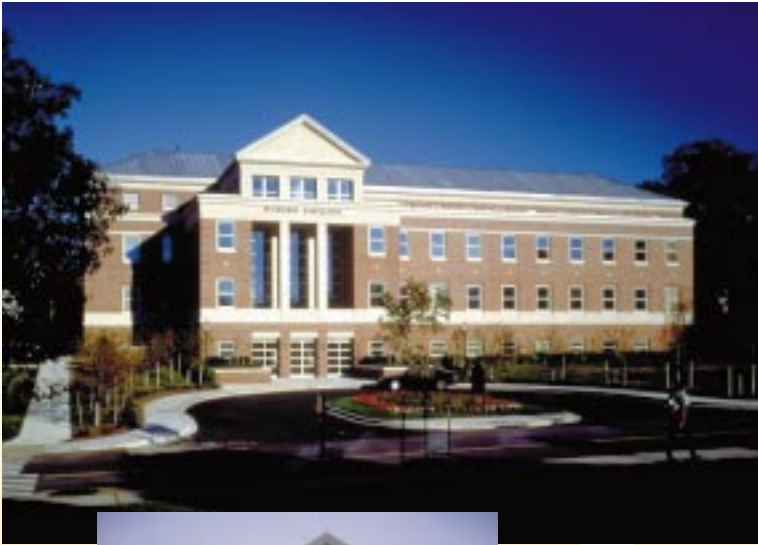
Architects: Ellerbe Becket

Design Agent: U.S. Army Engineer
District, Baltimore

Hoping to preserve the historic fabric of the campus, the designers opted for a facade to compliment the existing Georgian Revival style architecture found on the almost century old campus. The designers followed the scale and adapted the materials of the 1908 Georgian Revival style hospital building and other neighboring buildings. Brick facades are laid in Flemish bond. Cast stone decorative elements refer to the limestone details of the 1908 building. The formal pedimented entry recalls the form of the 1908 building entrance on a smaller scale so as not to compete with the historic 1908 building's prominence. A leaded copper roof matches the material and pitch of neighboring buildings. The four-level facade follows the traditional composition of base-middle-top, an architectural element on neighboring buildings.

Jury Comment

"This building is an excellent example of contextual architecture making an important contribution to an important place. The restrained contemporary transformation of the neo-Georgian facade is remarkably done in its detailing and its massing. The way this building takes its design cues from its role within the existing Walter Reed Master Plan is very well done. The sensitivity to context, the architectural and urban design response are all very commendable especially when it is put into the context of a 30% cost saving on the contract award cost. A job well done."



HONOR AWARD

Youth Activity Center

Fort Richardson, Alaska

Architects: Koonce Pfeffer, Inc.

Design Agent: U.S. Army Engineer District, Alaska

The Youth Center is situated in the midst of an aging housing complex to be accessible to all who live there. Colors are compatible with the Installations Design Guide. The building mass was divided into wings to approximate a residential scale which was further reinforced with unique fenestration patterns and chimney elements. Specific attention was paid to night lighting to create an inviting ambiance as Alaska's winters enjoy little sunlight. As well as taking advantage of minimal sunlight, oversized windows allow light to flow into the neighborhood creating a beacon to the children. The plaza, parking and drop-off areas have a southern exposure facilitating snow melt and removal. This sunlight provides comfort for those children waiting for rides and entering or leaving the building. Building orientation protects approaching users from strong north winds.

Jury Comment

"This building for young people responds to a number of issues such as climate and energy use, budget, its site and partnering program, while also being very expressive. Color and form are used to identify the three major elements. Site furnishings and paving patterns support the symbolic expression of home and play. It is a well-executed, economical and witty design."



HONOR AWARD

Navy and Marine Reserve Center

Fort Lewis, Washington

Architects: Integrus Architecture, P.S.

Design Agent: U.S. Army Engineer
District, Seattle

This project jointly sites Navy and Marine reserve construction battalions together, creating a joint Reserve Center and allowing an economical sharing of common facilities. The two reserve units operate with year-round occupancy of a small active duty staff and intensive weekend activity by full strength reserve units. The project resolves the dual nature of the reserve center through separation of public administrative functions and industrial vehicular and warehouse areas, consistent with the installations design guidelines. The 62,000 square-foot facility consists of separate administration space, storage, and vehicular maintenance shop facilities for each unit, and joint-use drill hall, classrooms and conference rooms.

Jury Comment

“A complicated design problem solved skillfully. The complex seems to function well for both Navy and Marine reserve units. Each major function, drill hall, administrative or maintenance space is given appropriate structure and form. The materials are economical and assembled in such a way as to give the building a crisp, efficient and technically acute appearance. The client and construction team obviously worked well together to produce a balanced, yet lively facility.”



HONOR AWARD

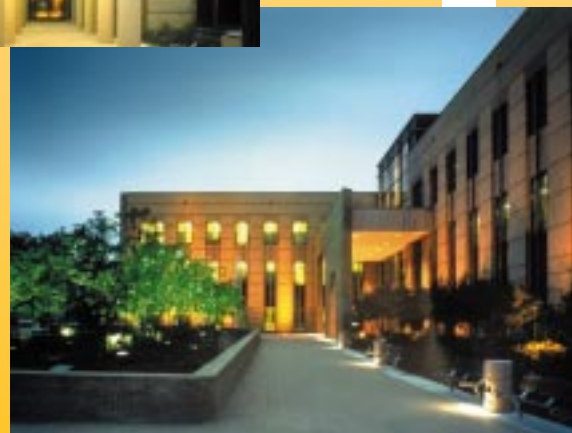
U.S. Army Special Operations Command Headquarters Building

Fort Bragg, North Carolina

Architects: Odell Associates, Inc.

Design Agent: U.S. Army Engineer
District, Savannah

Located in the sandhills of eastern North Carolina, the Special Operations Command Headquarters Building is the centerpiece of a "Corporate Headquarters" for the U.S. Special Forces Command. The building is a three story plus basement with an area of 157,254 square feet. The form of the building is a clear expression of its program: two blocks of flexible office space are linked by a linear lobby which functions as an interior circulation area for 800 employees. The sculptural quality of the glazed lobby, which rises one story above the roofline, expresses visually the organization of the building, both internally and when viewed from the surrounding roads or approached by foot from the adjacent parking areas.



Jury Comment

"A skillful and well organized design to represent the headquarters of the U.S. Army Special Operations Command. The plan is quite efficient and the building materials were carefully chosen. The subtle handling of the facade produces a dignified and articulate representation of this command headquarters building. It is a good example of what can be accomplished with "design-build", a strong client and good architects."

AWARD OF EXCELLENCE



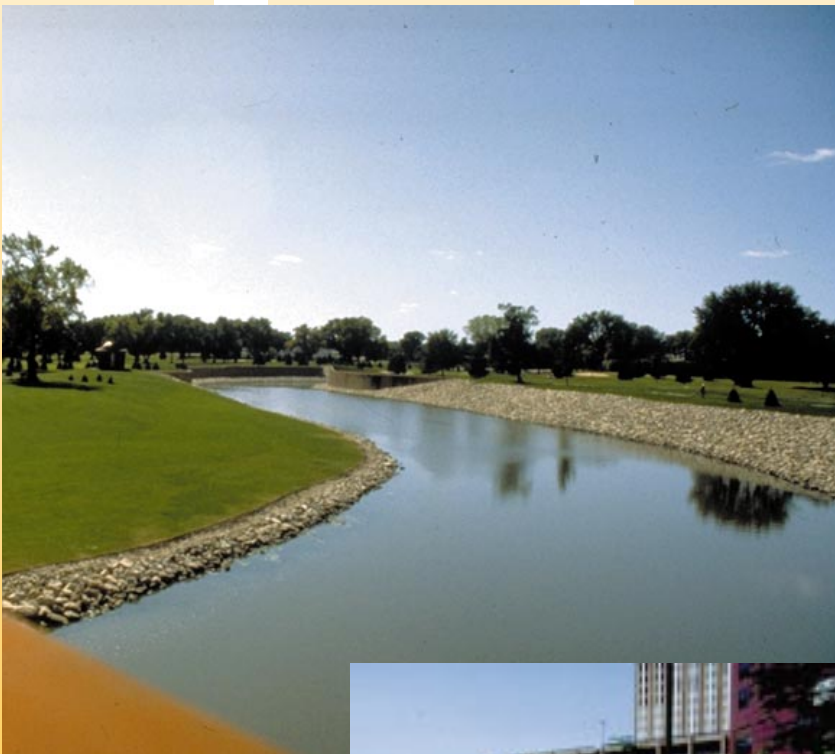
Flood Control Project

Rochester, Minnesota

Design Firms: 1. Wallace, Holland, Kastler, Schmitz & Co., 2. Short, Elliot, Hendrickson, Inc., 3. Howard, Needles, Tammen & Bergendoff

Design Agency: U.S. Army Engineer District, St. Paul

Although Rochester was voted by Money Magazine three years in a row as one of the top places to live in the U.S., it is no stranger to flooding. Nine miles of channel improvements on the South Fork Zumbro River is to protect flooding to the City of Rochester, which had more than 20 major floods since its inception in the mid-1800s. The project combined upper watershed runoff retention, streambank erosion protection, channel improvements such as grade control structures, levees and non-structural improvements. Partnering and an emphasis on sustainable design led to innovative integration of recreational planning, aesthetic design and environmental sensitivity with high quality and cost-effective flood control within an urban environment. This project was designated as one of the Minnesota Society of Professional Engineers' 1996 Seven Wonders of Engineering and a design award from the Minnesota Chapter of the American Society of Landscape Architects.





Jury Comment

“This project truly deserves the Corps’ highest honors. The Rochester Flood Control Project provides an excellent model of how partnering and an emphasis on sustainable design can lead to innovative integration of recreational planning, aesthetic design and human sensitivity with high quality and cost-effective flood control project within an urban environment. The comprehensive framework of the plan creates linkages to not only the immediate user and their context, but also to the city master plan and the Minnesota State Trail System.”

MERIT AWARD

Floodplain Management Assessment for the Upper Mississippi and Lower Missouri Rivers

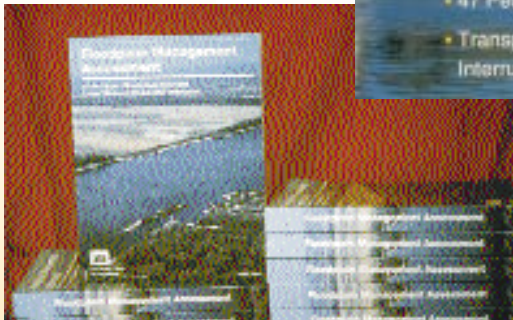
Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, Wisconsin

Design Agency: U.S. Army Engineer Districts, St. Paul (lead) with Rock Island, St. Louis, Kansas City and Omaha

Following the catastrophic Midwest Flood of 1993, the Floodplain Management Assessment (FPMA) study was authorized by the Congress and completed in June 1995. This was done with cooperation and teamwork of multi-governmental agencies and seven states representatives. The assessment area covered 3,500 river miles in 7 states. This assessment included two innovations: the development and application of a systematic hydraulic model to analyze and compare alternatives; and the development and application of a comparative evaluation framework that examined a variety of both non-structural and structural solutions. Hopefully comparative assessments of both structural and non-structural findings and conclusions presented in the assessment report will serve as valuable products and examples for the future.

Jury Comment

“A Floodplain Management Study was completed after the devastating Midwest flooding that occurred in the early Summer 1993. This was done with the cooperation and team work of multi-governmental agencies and seven states representatives. The assessment included two innovations: the development and application of a systematic hydraulic model to analyze and compare alternatives, and the development and application of a comparative evaluation framework that examined a variety of both structural and non-structural solutions which will serve as valuable products and examples for the future.”



MERIT AWARD

New Central Control Station, Lock and Dam No. 4, Major Rehabilitation

Mississippi River, Alma, Wisconsin

Design Firm: Sverdrup Civil, Inc.

Design Agency: U.S. Army Engineer District, St. Paul

Barges haul over 75 million tons of commerce on the Upper Mississippi River each year. In doing so they must travel through a series of 29 locks and dams that extend from Minneapolis, MN to St. Louis, MO. All of these locks were constructed by the Corps over 60 years ago. Consequently they are in need of repair and modernization. The new central control station at Lock and Dam No. 4 is part of a major rehabilitation program wherein the Corps is replacing the control stations at Locks and Dams 2 through 10. The project presented a unique design challenge as it had to accommodate four constraints: (1) preserve historic significance, (2) maintain character of town, (3) locate building on lockwall without any adverse affect, (4) incorporate all of the functional requirements into one building on a very restrictive site. The new station was successful in combining those elements required to meet the needs of a modern navigation facility with features sensitive to a historic site and the historic town in which it rests.

Jury Comment

“The project represents a cost-effective solution to providing for a modern navigational station while respecting the historic nature of the site. The building was both highly functional and very attractive and was delivered at a reasonable cost.”



MERIT AWARD

McNary Juvenile Fish Facility, McNary Lock and Dam

Umatilla, Oregon

Design Agency: U.S. Army Engineer
District, Walla Walla

The McNary Juvenile Fish Facility is a state-of-the-art anadromous fish bypass, holding and transportation facility designed to meet a primary mission of improving the survival of downstream migrating juvenile fish transiting McNary Lock and Dam with the secondary functions of public education, research and support of staff and program functions. Although this facility looks industrial in appearance, it is a process flow application with severe biologic life support constraints. Protection of the migrating fish and absolute minimization of stress and injury to them are the fundamental shapers of this design.



Jury Comment

“The close coordination and synergistic teamwork between the Corps, a myriad of fishery agencies, the contractor and the Northwest Indian tribes produced a state-of-the-art facility using pioneering concepts. Innovative design solutions were developed to protect the migrating fish and minimize stress and injury during their handling, such as the use of butt-welded black plastic pipe to minimize seams (and fish injury). Value Engineering during the design process saved over \$2,000,000 off of the proposed costs.”

MERIT AWARD

Santa Ana River Greenbelt Channel,
Orange County, California

Design Firms: U.S. Army Engineer
District, Los Angeles and John M.
Tettermer & Associates, LTD.

Design Agency: U.S. Army Engineer
District, Los Angeles

The Greenbelt project is an integral part of the larger Santa Ana River Mainstem project and provides flood protection to the lower Santa Ana River Basin area between the Santa Ana Freeway and 17th Street. The designers used an imaginative approach to transform a segment of the project into an innovative recreation opportunity. By using topsoil and grass instead of concrete channel, and covering rip-rap with topsoil and grass, it provides an aesthetically pleasing environment, and offers recreational opportunities for bicycling, jogging, golfing and equestrian trail use.



Jury Comment

“This project has elevated the functional aspects at flood control to that of an integral open space element of the Santa Ana River Mainstem project. Its innovative approach to recapturing public green space provides an excellent model for future urban infill projects.”

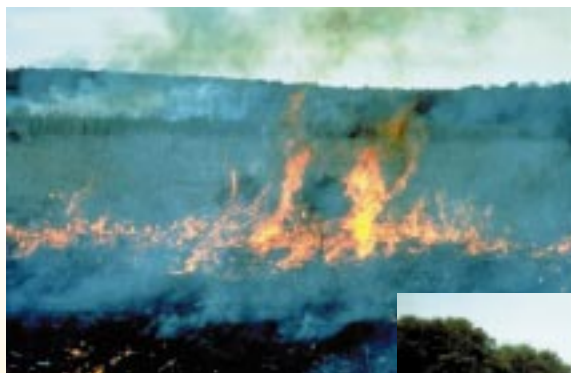
MERIT AWARD

Prairie Restoration Program,
Fort Worth District, Texas
Design Agency: U.S. Army Engineer
District, Fort Worth

In keeping with our natural resources management mission of stewardship, protection, and restoration, the Corps has formed an alliance with concerned organizations to restore native prairies at Corps lakes in Texas. Key among the innovative aspects of this restoration program has been the reintroduction of grass and forb species (known as Texas Wild-Flowers) to large geographical areas from which these species has long disappeared. Because of the scarcity of these grasses, hard to find plants are collected from unmowed county roadsides or other relic sites and moved to a prairie gene bank established at Granger Lake. It is a very cost effective and aesthetically pleasing project.

Jury Comment

“The Corps formed an alliance with concerned organizations to restore native prairies at Corps lakes in Texas. Key innovations of this restoration program was the introduction of grass and forb (known as Texas wild flowers) species to large geographical areas from which they have long disappeared. Because of the scarcity of these grasses, the hard to find plants were collected from unmowed county roadsides or other relic sites and moved to a prairie gene bank established at Granger Lake. It was a very cost-effective aesthetically pleasing project.”



MERIT AWARD

Beaver Dam Cutoff Wall Rehabilitation

Beaver Lake, White River,

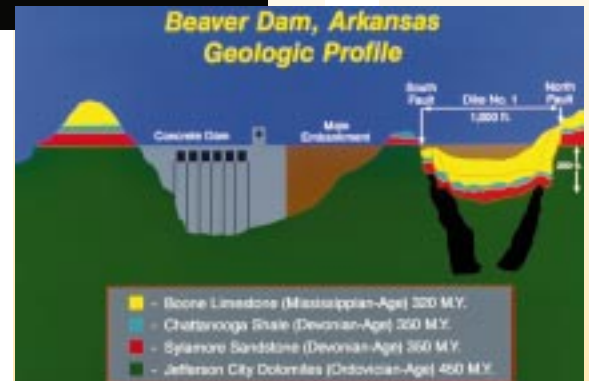
Carroll County, Arkansas

Design Agency: U.S. Army Engineer
District, Little Rock

Beaver Dam consists of a concrete gravity structure with a main earth embankment and 3 auxiliary saddle dikes. Dike 1 is a single zoned earth embankment founded on a highly solutioned and fractured Boone Formation with bounding fault zones. Seepage has occurred through this zone and underneath Dike 1 since its construction in 1966. A Grouting program in 1968-1971 only decreased the seepage from 800 gpm to 500 gpm. In 1984 the seepage turned muddy, and more seepage exits began to appear. Monitoring was accomplished with the first successfully automated, large scale piezometer system used by the Corps and contributed significantly to the development of automated equipment in use today throughout the world. To stop seepage downstream of Dike 1, a continuous concrete pile cutoff wall was completed in Dec '94. It is believed to be the deepest (185') and the largest diameter (34") secant piles drilled into rock. A prototype drill rig was developed on site, and innovative drilling procedures were used.

Jury Comment

"For almost 30 years, seepage occurred at Dike No. 1. An innovative design using a secant pile wall, innovative drilling procedures and an innovative prototype drilling rig have succeeded where other methods have failed. The depth and diameter of the secant piles drilled into rock set a world record for this type of construction. The project not only solved the seepage but also provided additional recreation facilities and access to the lake."



HONOR AWARD

Lake Pontchartrain, Louisiana and Vicinity, Hurricane Protection Floodwall Vicinity, Williams Boulevard

Kenner, Louisiana

Design Agency: U.S. Army Engineer
District, New Orleans

The original design of this project called for enlarging the existing ramp to facilitate Williams Boulevard going over the new levee. The project was redesigned during construction to a floodgate and cantilever type floodwall. This led to a less expensive, very attractive landscaping project. This also solved possible traffic congestion and disruption to the local community during construction. Lights were added to the gate columns for pedestrians safety and appearance.



Jury Comment

“The project demonstrates that engineering function, sensitivity to aesthetics and concern for cost-effectiveness can be combined in a flood control project. Unacceptable traffic congestion and disruption to the local community were avoided during construction, while at the same time, strong graphics with a scenic flare, combined with attractive lighting and landscaping provide a visual lure in the creative design of the Lake Pontchartrain Hurricane Protection Floodgate at Williams Boulevard.”

HONOR AWARD

United States Coast Guard Gretna Navigation Aid Tower

Gretna, Louisiana

Design Agency: U.S. Army Engineer
District, New Orleans

This replacement steel navigation aid tower sits atop the Mississippi River levee, is a single pedestal supported structure designed and constructed to the Coast Guard's requirements of safety and security with aesthetics. The steel construction and 3/8" thick bullet proof glazing provides protection from vandals. It will withstand 140 MPH hurricane force winds, and is recyclable.



Jury Comment

"This replacement steel navigation aid tower, sitting on top the Mississippi River levee, is a clean modern structural solution that meets the Coast Guard's requirements of safety and security. It will withstand the most common vandalism attempts and 140 MPH hurricane force winds. This solution may deserve replication because of its simplicity and nautical appearance."

HONOR AWARD

Brush Creek Flood Control Project

Kansas City, Missouri

Design Agency: U.S. Army Engineer
District, Kansas City

Development along Kansas City's Brush Creek paced the southward expansion of urban development. A disastrous flood event in 1977 claimed 12 lives and \$66 million in damages. WRDA'86 authorized a plan to deepen the channel 5', replace four bridges, and install a flood warning system. This flood control project transformed a linear dry-bottomed channel to a meandering parkway integrated with an attractively landscaped park corridor, including two in-channel dams to create shallow pools and variable channel width traced with walkways. The project will not only relieve the threat of flooding, but also provide an urban recreational corridor.



Jury Comment

"This project provides a strong open space linkage which integrates the corridor to the larger urban context. The utilitarian function for flood control and public safety has been transformed to a project of civic pride and responsibility. The design captures the use of water as a sculptural element and creates a flowing pedestrian environment which is reminiscent of the Olmsteadian tradition of public open space."

HONOR AWARD

Romano L. Mazzoli Belvedere Connector

Louisville, Kentucky

Design Firm: Senler Campbell & Associates

Design Agency: U.S. Army Engineer District, Louisville

This project is the first envisioned by a comprehensive Master Plan to reestablish Louisville's river heritage. It interfaces with a municipal plaza (Belvedere), Federal, State highways, the barge industry sailing line, and a wharf mooring excursion vessels. This "Pedestrian Connector" provides safe movement horizontally and vertically along the river's edge. The Americans with Disabilities Act (ADA) is fully incorporated in this project. This project is part of a comprehensive Master Plan to re-establish Louisville's river heritage.

Jury Comment

"The project is an outstanding solution to the need to provide a pedestrian connection from the heart of downtown Louisville to the waterfront activities on the Ohio River. The connector crosses both I-64 and River Road. The project is strikingly attractive, totally functional (including ADA compatible) and provides a lot of value. The project also includes pedestrian amenities at the waterfront level."



HONOR AWARD

Shoreline Releaf Program

Fort Worth District, Texas

Design Agency: U.S. Army Engineer
District, Fort Worth

In order to recover the countless trees lost to major floods (late 1980's - early 1990's) at 23 Corps lakes in Ft. Worth District, an unprecedented tree planting program was accomplished with the help of volunteers by planting flood tolerance trees as replacements. The Federal Government provided 7,000 volunteer patches, purchased some trees, provided employees for administration.



Jury Comment

"This project provides by example how public/private venturing can be accomplished now and in the coming years. The project's educational benefits help strengthen the next generation's understanding of land stewardship and help generate public awareness of environmental initiatives by both private and governmental agencies."

HONOR AWARD

The Jadwin Building

Galveston, Texas

Design Firm: Lockwood, Andrews & Newman, Inc.

Design Agency: U.S. Army Engineer District, Galveston

The Jadwin Building, first permanent home of the Galveston District, was built at the site of a former disposal area to withstand hurricane force winds and tidal surges, high temperatures and humidity. It is structured with poured in place concrete frame supported with step tapered friction pilings that go 120' below the surface. The outside surface has an epoxy coating to prevent penetration by the highly corrosive atmospheric conditions along the Gulf Coast. The interior is an open space design to allow for division increase/decrease changes without restructuring interior walls. Windows are 1" thick tempered insulating glass.

Jury Comment

"This impressive, state-of-the-art building, 93,000 sq ft at approximately \$100.00 per sq ft is the first permanent home for the Galveston District in 113 years. Sitting on top of the tip of Galveston Island, the new building provides the nearly 400 daytime occupants with a dramatic, inspiring work environment featuring window vistas overlooking the entrance to the Houston and Galveston ship channels and the Gulf of Mexico."





Military Program

Jury Members

Left to right standing:

Mr. J. Kipp Shrack, FASLA

Ms. Kay Sargent, IIDA

Mr. Richard T. Ball, P.E.

Left to right seated:

Mr. John F. Torti, AIA

Mr. J. Max Bond, Jr., FAIA



Civil Works

Jury Members

Left to right standing:

Mr. Robert D. Douglas

Mr. Ronald J. Hubbard

Mr. David G. Mongon

Left to right seated:

Mr. D. Gregory Ault

Mr. R. Stanton Over

JURORS

Mr. John F. Torti, AIA.

Mr. Torti joined CHK in 1973 and has served as Principal-in-Charge of many of the firm's large-scale planning, residential and commercial projects throughout metropolitan Washington. Mr. Torti holds a Bachelor of Architecture degree from Notre Dame University, where he received the 1964 Reynolds Aluminum Award. He did his graduate work in Fine Arts at Notre Dame, and in City Planning at the Catholic University of America. He is NCARB certified and is registered in six states and the District of Columbia. Mr. Torti has been on the teaching staff at the Catholic University of America in Washington, D.C., and has served as a Visiting Professor at Harvard University, Ohio University, the University of Maryland and at Montgomery College. Mr. Torti has received numerous awards from the AIA and most recently a Progressive Architecture award for the Master Plan and Urban Design for the town of South Riding, Virginia. He Provides the conceptual and developmental design leadership for the projects he directs. His experience also includes programming, urban design and master planning of complex mixed-use projects and higher education facilities. He is committed to quality and the inseparable relationship of site design to architectural design.

Mr. J. Kipp Shrack, FASLA.

Since 1969, Kipp Shrack has given professional assistance to developers, builders and public agencies in community planning, growth management and site planning and design. His experience with both public and private interests provides a balanced viewpoint in planning and implementing new developments. Mr. Shrack holds a Bachelor of Landscape Architecture degree from Kansas State University; a Master in Landscape Architecture degree from the University of Michigan and a Master in Business Administration from Loyola College in Maryland. He is a Fellow in the American Society of Landscape Architects (ASLA), past Trustee and Vice President of Finance and Administration for the ASLA, CLARB certified and currently registered in seven states. Mr. Shrack serves as LDR International's Managing Principal encouraging the highest

quality of professional services to clients. He is also active in several professional and community organizations.

Ms. Kay Sargent, IIDA.

Ms. Sargent graduated Cum Laude from Virginia Commonwealth University with a Bachelor of Fine Arts degree in Interior Design. She is a member of the Institute of Business Designers, International Interior/Design Association, the Society of American Military Engineers and the National Council for Interior Design Qualification. She helped develop the National Exam for Interior Design and has served as a Master Juror. Ms. Sargent is Vice President of Peck, Peck & Associates. The firm has received numerous honors and awards for their work for the government and in the private sector. Her numerous speaking engagements and published documents have propelled her to the heights of her profession.

Mr. Richard T. Ball, P.E.

Richard T. Ball graduated from Purdue University with a Bachelors degree in Civil Engineering. While at Purdue he was elected to Chi Epsilon, Tau Beta Pi, Sigma Delta Chi and Scabbard and Blade honorary fraternities. He served as an artillery officer during World War II in the European Theater and retired from the Army Reserve as a Colonel after 31 years of service. Mr. Ball started his civilian career as a structural engineer with Swift and Company in Chicago. Starting in the 1950's, Mr. Ball worked for several consulting firms in the Washington, D.C. area before retiring in 1990 as the chief of structural engineering with the firm of Vosbeck, Vosbeck, Kendrick and Redinger. Richard Ball was registered in nine states and the District of Columbia, and is a Fellow in the American Society of Civil Engineers and a member of the National Society of Professional Engineers. He served terms of office in both societies. Mr. Ball's service as a structural engineer extends over 45 years, claiming numerous awards from the first medium rise building in the Rosslyn, Virginia area to Navy hangers at Andrews Air Force Base. His most noted accomplishment is, as the structural engineer for the Washington Cathedral for the last 20 years of the design and construction of that edifice.

Mr. Ball is active in community affairs, Kiwanis International, Arlington Chapter of the American Red Cross, Meals on Wheels, and St. Anthony Church where he serves as lector and is a choir member.

Mr. J. Max Bond, Jr., FAIA.

The experience and achievements of J. Max Bond, Jr. reflects his long held concern for many of the important issues addressed in architectural practice. These include both the symbolic role of public buildings in our cities, as well as how our cities, buildings and open spaces reflect our society's priorities, organization, technology and culture. Max Bond has consistently sought to address the needs and aspirations of people through his work as a practitioner, educator and public servant, advocating that architecture is a social art capable of reflecting our goals, interaction and culture. He views himself as one of a community of architects/urbanists who share this view. Mr. Bond holds a Bachelors of Architecture degree from Harvard College and a Masters of Architecture degree from Harvard University, Graduate School of Design. As a principal of Davis, Brody & Associates, Mr. Bond has continued to balance the formal aspects of building with technology, social and economic concerns. Both the variations in clients and building types and the effect of time on buildings have influenced how Mr. Bond and his associates approach the design of a building. Mr. Bond's projects and firm have received numerous professional awards and citations as well as many personal honors. In addition to his practice, Mr. Bond has devoted a substantial part of his career to teaching, and has served as visiting and permanent faculty, and as Dean, at several architectural schools in the U.S. and abroad. He has developed academic programs and teaching methods which make theory and design more accessible to students by drawing upon each person's own experiences. Mr. Bond has served as a member of the New York City Planning Commission, and his extensive participation in juries, lectures, design review panels, academic visiting committees, and professional organizations is an indication of his contributions to the profession and to education.

JURORS

Mr. R. Stanton Over, P.E.

R. Stanton Over currently serves as the Associate Executive Director of the National Society of Professional Engineers in their headquarters office in Alexandria, Virginia. Most recently he was Director of Planning and Design for the Southwestern Pennsylvania Heritage Preservation Commission. Earlier, Mr. Over was the first Executive Director of the Allegheny Ridge State Heritage Park, one of a system of heritage parks being established in Pennsylvania. For more than 20 years Mr. Over was President and CEO of a mid-sized multi-disciplined consulting A/E firm headquartered in central Pennsylvania with offices at various locations including Ohio, Illinois and Texas. He is a licensed Professional Engineer in six states and holds a Certificate of Qualification from the National Council of Examiners for Engineering and Surveying. He graduated from Carnegie Mellon University with both Bachelors and Masters degrees in Civil Engineering. Mr. Over is a fellow Member of ASCE and is a Life Fellow of ACEC.

Mr. David G. Mongon, P.E.

David G. Mongon is the managing partner of Whitney, Bailey, Cox & Magnani, a consulting engineering firm in Towson, Maryland. The firm provides professional services in highway and bridge engineering, design of institutional, commercial and industrial structures, transportation planning, environmental engineering, land development and site engineering, planning and urban design, design of waterfront and marine-related facilities, construction inspection and field surveying. Mr. Mongon holds a Bachelors and Masters of Science in Civil Engineering from the University of Maryland and a Masters of Business Administration from Loyola College of Baltimore, Maryland. He has 25 years of civil engineering experience and as managing partner, his duties include administrative and financial functions, as well as client contact and business development. In addition to his many achievements, Mr. Mongon is active with the Maryland Chamber of Commerce, Advisory Board member for the Parkville Senior High Magnet School, the Engineering Society of Baltimore, the Baltimore County Chamber of Commerce and the American

Society of Civil Engineers where he is currently the National District 5 Director.

Mr. Ronald J. Hubbard, AIA.

Ronald J. Hubbard is a licensed architect, a member of the AIA and President of C&H Associates, Inc., marketing consultants for architects, engineers, planners, contractors and developers. He is on the Board of Directors of the Washington, D.C. Chapter of the Society for American Military Engineers (SAME), and has been a past Regional Secretary for SAME. He has served on committees at the AIA and the National Academy of Science. Mr. Hubbard holds a B.S. degree in Architecture and has also done graduate work in Systems Management at the University of Southern California; Business Administration, Boston University; and Urban and Regional Planning. Since forming C&H Associates, Inc., Mr. Hubbard has been responsible for marketing on many international projects in Turkey, Italy, England, Germany and Spain; VOA projects in Morocco, Thailand, Puerto Rico, and Central and South America; and Department of Defense projects in the United States and abroad. The majority of his work currently, with C&H Associates, Inc. includes organizing teams, consultants and joint ventures to accomplish large design projects and studies. His activities include evaluating the potential of large federal programs and projects, and the ability of various clients to compete on each project both in the United States and internationally.

Mr. D. Gregory Ault, RLA.

Mr. Ault is a registered landscape architect and senior urban planner with the internationally renowned planning, urban design, landscape architecture and resource management firm, EDAW, Inc. He has more than sixteen years experience in his own private practice and with international design firms and has been a lecturer at several leading universities and a juror on prestigious planning and design awards programs. He has prepared design guidelines, rezoning and master plan approvals, and has directed award-winning strategic land planning projects. His responsibilities include management of large-scale multi-disciplinary

teams including work for the Department of Defense, such as the Norfolk Naval Base 2010 Land Use Plan and the Naval Submarine Base New London automated Master Plan. He has also been responsible for projects for Fortune 500 clients including Exxon Corporation, the John D. Catherine T. MacArthur Foundation, CSX/Dominion Land Resources, and Merck & Company.

Mr. Robert D. Douglas, P.E.

Robert D. Douglas earned his bachelor of Science in Civil Engineering at Drexel University in Philadelphia, Pennsylvania. Mr. Douglas is currently Deputy Chief Engineer for Highway Development for the Maryland State Highway Administration. He is responsible for all surveying and design of major highway projects within Maryland, as well as regulating safe access onto State highways. Prior to his current assignment, he was the project engineer responsible for the design of several large, high priority, fast-tracked Interstate Highway projects. Before joining the State Highway Administration, Mr. Douglas was Chief of Design for the Interstate Division of Baltimore City where he was responsible for design of highways and Interstate Highway projects within Baltimore City. In addition to his many achievements and awards for highway design, Mr. Douglas is active with the American Association of State Highway Transportation Officials (AASHTO), the National Research Council, National Cooperative Highway Research Program, the American Society of Highway Engineers and the American Society of Civil Engineers where in 1995, he was elected to the office of President of the Maryland Section.

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